

OPNAVINST 4730.5N
N09P
31 Jan 03

OPNAV INSTRUCTION 4730.5N

From: Chief of Naval Operations

Subj: TRIALS AND MATERIAL INSPECTIONS (MI) OF SHIPS CONDUCTED
BY THE BOARD OF INSPECTION AND SURVEY

Ref: (a) U.S. Code, Title 10, § 7304
(b) SECNAVINST 5040.3A Inspections Within DON
(c) CNO WASHINGTON DC 252203Z SEP 98 (NAVOP 009/98) IDTC
Reductions
(d) OPNAVINST 4730.7E Material Inspections of
Submarines by INSURV
(e) OPNAVINST 4770.5F Instructions for Inactive
Ships and Craft
(f) OPNAVINST 4700.8H US Naval Ships Undergoing
Construction or Conversion
(g) OPNAVINST 4780.6D Policy for Administering
Service Craft and Boats
(h) OPNAVINST 5430.48D OPNAV Organization
(i) OPNAVINST 5090.1B Environmental and Natural
Resources Program
(j) OPNAVINST 5100.19D NAVOSH Program
(k) INSURVINST 4730.1D Trials and Inspections of
Ships

1. Purpose. To set policy for Trials and Material Inspections (MI) of U.S. Naval vessels conducted by the Board of Inspection and Survey (INSURV). These inspections provide assurance to Secretary of the Navy (SECNAV), Chief of Navy Operations (CNO), Fleets, System Commanders (SYSCOMs), Type Commanders (TYCOMs), and commanding officers that mechanisms to identify, document, and resolve material deficiencies are adequate; that these systems are being judiciously executed and are providing the commensurate level of effectiveness, efficiency, and material readiness. This instruction has been substantially revised and should be reviewed in its entirety.

2. Cancellation. OPNAV Instructions 4730.5M.

3. Background. Reference (a) prescribes that examinations of naval vessels be conducted by boards of naval officers in order to make recommendations to the SECNAV as to which vessels, if any, should be stricken from the U.S. Naval Vessel

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Registry. Per reference (b), these examinations shall provide assurance to SECNAV, CNO, and Fleets of an inspected unit's fitness for service; identify material conditions that limit mission capability; and report to CNO, Fleets, and TYCOMs statistical information regarding material deficiencies. Additionally, reference (b) establishes inspection policy which promotes ascertaining individual command's self-assessment effectiveness. A skilled self-assessment capability promotes responsibility and accountability within each command. Accordingly, each inspection report should be used to evaluate the status of the command's material readiness and its self-assessment effectiveness. As noted in reference (b), reports of the MI findings and recommendations will be provided to the commanding officers and higher authority as appropriate in a timely, accurate, candid, and objective manner. Reference (c) and (d) provide guidelines for the periodicity of the MI. Reference (e) provides policy for material inspections of ships and service craft scheduled for inactivation and disposal. Reference (f) provides policy for conducting trials and inspections associated with construction and conversion of U.S. Naval ships. This instruction is augmented by reference (g) which provides policy and responsibilities for material inspections of service craft.

4. Responsibilities. SECNAV and CNO designate President, Board of Inspection and Survey (PRESINSURV) as their agent to perform the following statutory, regulatory and contractual requirements:

a. Develop and establish CNO policy and procedures for trials, material inspections, and surveys of ships and service craft consistent with law, regulations, and the terms of contracts (reference (h));

b. Examine naval vessels periodically by a board of naval officers to determine fitness for further service (reference (a));

c. Conduct material inspections and surveys of ships and service craft to determine the material readiness of these vessels (reference (b));

d. Provide independent verification of a newly constructed ship's readiness for acceptance/delivery; and to determine if builder responsible equipment is operating satisfactorily during the guarantee period following acceptance (reference (f));

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e. Based on observations during INSURV assessments, provide timely, candid, and accurate findings to Fleet Commanders, TYCOMs, SYSCOMs, and appropriate OPNAV offices together with recommended actions where appropriate (references (b) and (h));

f. Conduct environmental protection and Naval Occupational Safety and Health (NAVOSH) oversight inspection of Naval ships to include equipment, program compliance, and training. A combined NAVOSH/EP assessment will be conducted during interdeployment training cycles (IDTCs), not to exceed 36 months (references (i) and (j));

g. Compile statistical information and analyses on material deficiencies, providing the CNO, FLEETs, Commander, Naval Sea Systems Command (NAVSEA, and other higher authorities such information as they may require (reference (b));

5. Trial and Inspection Precepts and Procedures. A material inspection consists of a physical examination of the ship, its spaces, and installed equipment. It includes witnessing demonstrations of operating equipment and systems, and the examination of appropriate records. The CNO will not issue procedural directives (precepts) for the conduct of individual trials and material inspections except where special considerations are indicated. Procedures for conducting routine trials and material inspections shall be specified by PRESINSURV and can be found in reference (k). Normally, trials and material inspections will contain an underway period. However, if a ship is unable to achieve minimum criteria for safely conducting underway operations within the designated inspection period, the Board shall:

a. Complete the examination to the best of its ability inport;

b. Identify those areas of the examination that were not completed and, as necessary, request that the cognizant TYCOM conduct those parts of the MI not completed and report results to PRESINSURV within 60 days of completion of the MI. INSURV will provide assistance to TYCOM in completing this task if requested and if practicable;

c. Designate the inspection as a "limited material inspection (LMI)" (i.e. limited to an inport assessment);

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In order to consolidate inspections and avoid redundancy, deficiencies identified during other major ship inspections/assessments such as Combat Systems, Command, Control, Communication and Computer Readiness Assessment (C5RA)/Hull Mechanical Electrical Readiness Assessment (HMER) shall be incorporated into the final INSURV inspection report if the assessment was conducted within 60 days of the scheduled MI or as negotiated between INSURV and the TYCOM. Although deficiencies generated during the assessment will become part of the final INSURV report, these deficiencies will be annotated as "corrected" where applicable. TYCOM will document this linked event by message to INSURV, FTSC, and the affected unit four months prior to the scheduled MI.

6. Policy. Ship material inspection intervals and "overdue" determination will be based on the following:

a. Active Ships

(1) A ship's INSURV Material Inspection (MI) will be scheduled in accordance with current Commander Fleet Forces Command (CFFC) scheduling guidance. If a ship is not inspected in accordance with CFFC scheduling guidelines it shall be considered overdue. The maximum interval between INSURVs is noted in references (c) and (d) and shall not be exceeded without a waiver granted by PRESINSURV. If the INSURV inspection due date occurs during Planned Operational Maintenance (POM) or deployment, the INSURV inspection will be scheduled and conducted prior to POM and deployment. If a ship's INSURV due date falls within a CNO-scheduled maintenance availability, the inspection date will be adjusted to occur at least 4 months prior to the maintenance period start date. Optimum use of CFFC scheduling guidance should preclude overdue situations and waiver requests.

(2) If an MI is scheduled following completion of another major pre-deployment assessment (e.g. C5RA, HM&ERA), the MI shall be separated from the end of the assessment by a minimum of one week.

(3) Whenever practicable, inspections will be held sufficiently in advance of a maintenance availability to permit incorporation of appropriate INSURV repair and alteration recommendations in the authorized work package.

b. Inactive Ships and Service Craft. Material inspections of inactive ships in Navy custody and ships or service craft scheduled for inactivation will be conducted in accordance with reference (e).

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c. Military Sealift Command (MSC) Ships. Applicable MSC ships will be inspected in accordance with the current Memorandum of Understanding between President, Board of Inspection and Survey (PRESINSURV) and Commander, Military Sealift Command (COMSC). MSC ships will be inspected once each American Bureau of Shipping survey cycle. This will result in one inspection each maintenance cycle as prescribed by part 46 Code of Federal Regulations.

7. Nominations for Inspections.

a. Active and New Construction Ships

(1) Cognizant commanders will propose inspection schedules for their ships to PRESINSURV. Ship inspections will be scheduled in an efficient and timely manner.

(2) A proposed disposition matrix of all naval vessels will be submitted by CNO (N43) to PRESINSURV. All MOB B assets and vessels designated for Foreign Military Sales (FMS) will be reviewed by PRESINSURV for MI/Survey requirements.

b. Inactive Ships. Proposals for inspections of inactive ships will be submitted by COMNAVSEASYSCOM to PRESINSURV. Inactive ships will be nominated to INSURV for "open and inspect" type of inspection only when material conditions are not clearly known or whenever it appears warranted, as described in reference (e).

c. MSC Ships. The current Memorandum of Understanding between PRESINSURV and COMSC will be used to schedule MSC ships. Copies of the inspection schedules will be forwarded to PRESINSURV.

8. Material Discrepancies.

a. Results of active/Naval Reserve Fleet (NRF) ship inspections will be appropriately documented in accordance with FLEET/TYCOM maintenance directives.

b. PRESINSURV will ensure that reports of MIs document any discrepancy trends noted for equipment, systems, or ship platforms. PRESINSURV should make recommendations in his annual report or via separate correspondence suggesting resolution of these deficiency trends.

c. PRESINSURV's inspection teams will document good practices in their reports of material inspections.

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d. The resolution of technical issues identified by PRESINSURV will be in accordance with the current Memorandum of Understanding between PRESINSURV and COMNAVSEASYS COM, or agreements with other technical agent systems commands.

e. Fleet Commanders and COMSC will establish INSURV deficiency correction and follow-up procedures to ensure that discrepancies are corrected in a timely manner.

9. Reclassification of Deficiencies. Deficiencies identified and documented by PRESINSURV constitute a valid assessment of the material condition of that ship. Once a deficiency has been reported, it remains valid until resolved or superseded by the next material inspection of that ship. PRESINSURV will neither maintain a record of the status of all deficiencies nor cancel or downgrade documented deficiencies.

10. Waivers. Requests for deviation from this instruction should be kept to a minimum. In those circumstances where it has been determined that it is not practicable to adhere to material inspection intervals in references (c) and (d), waiver requests will be considered by PRESINSURV. Waiver requests should be submitted by message as follows:

From Fleet Commander
Action to CNO 09P NORFOLK VA//00//
INFO to PRESINSURV NORFOLK VA//00/01/02//

Waiver requests shall include the Fleet Commander's endorsement discussing those compelling requirements that make it impractical to adhere to the INSURV material inspection intervals of references (c) and (d). A proposed alternate date or window for the inspection will be included.

11. Action

a. INSURV inspecting teams will make reports of Material Inspections, Trials, and Surveys to PRESINSURV. PRESINSURV will review these reports and submit them to CNO with copies to appropriate commands.

b. PRESINSURV will consolidate individual reports, analyze data, and make an annual report to CNO noting trends and making recommendations to resolve pertinent issues. This report will be provided to FLEETs and TYCOMs at least one week prior to formal presentation to CNO.

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c. On a semi-annual basis, PRESINSURV will apprise the CNO and cognizant commanders by message of active ships that are overdue for inspection.

d. On a semi-annual basis, PRESINSURV will apprise the CNO and other cognizant commands via message of top material deficiencies noted during recent inspections.

12. Reports. The reports contained in this directive are exempt from reports control by SECNAVINST 5214.2B.

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